AN OLLA-PODRIDA OF LOCAL COMMUNICATIONS.

Volunteers—Hismanagement of City Rail-reads—Organization of the Police—Rode of Laying Out the Central Park—Insurance Repudiation—Locality for the New City Hall—Ferry Companies—Fashions and Fol-lies of New York, do., do.

THE NEW YORK VOLUNTEERS-THEIR SUFFERINGS AND THEIR CLAIMS.

AND THEIR CLAIMS.

TO THE EDITOR OF THE HERALD.

On the 10th July, 1851, the State passed an act for the relief of the surviving New York Volunteers, allowing each soldier who actually served, \$12 per month for two years. Irregular payments were made during 1851 and 1852, amounting to e even months in ail. At the legistive session of 1853 \$10,000 was inserted and passed in the apprepriation bill, for the Volunteers, with a provise that that sum should be paid pre raid to each volunteer on the surrender of his certificate and claim worker on the surrender of his certificate and claim for further relief from the State. While these payments were made the deaths in our midst ceased as if by magic, and were read. Since the passage of the act 317 applied and vio versa. Since the passage of the act 317 applied for its benefits, out of which number 111 died in tals vicinity alone, and the remainder are supposed to be living. Of the living there is in Company A 27; B, 12; C, 16; D, 20; E, 18; F, 20; G, 28; H, 24; I, 19; K, 23—each company, when leaving Fort Hamilton in 1847 numbering over 84 men. On Friday, the 15th February, Mr. Reilly presented a bill to carry into effect the intention of the Legislature of 1851, and asked that it be referred to a special committee, which was lost by a majority of two, and was then referred to the Committee of Ways and Means, the Hon. Lyman Odell, Chairman. This committee have had the subject under consideration for nearly a month, occupied in an effort to strangle the justest claim ever presented to their notice. Last week Mr. Peel called upon that committee and assertained that there were a majority in favor of the principles of the bill; Lyman Odell only excepting. He objected to the bill: 1. That our claims for relief should be directed to the general government. 2. That the Volunrected to the general government. 2. That the Volun-teers were not the soldiers of the State of New York, rected to the general government. 2. That the Volunteers were not the soldiers of the State of New York, but of the United States; and third, on the plea that there was no money in the State treasury to meet the \$25,000 demand to pay entirely the whole amount of such claim. To the first objection we wish to answer, that the pension laws provide only for toose incapacitated in the line of their duty, not meeting the cases of soldiers diseased from the effect of the climate; and that to obtain any resief at all the disability must be palpabe, sworn to conclusively, or the spitiation falls. To the second objection we answer by extracting from the report made to the Legislature in March 29, 1850, document that was commissioned in this State, and sent direct to the second objection we answer by extracting from the report made to the Legislature in March 29, 1850, document that was commissioned in this State, and sent direct to the second objection when the command of Ward B. Burnett; and again, "It is unnecessary to enter into further detail. Suffice it to say that this regiment was completious in every brilliant ongagement; and pausing not to consider personal interest, they were amongst the most daring, courageous, and successful of our noble army." Facts develope that in the siege of Vera Cruz, in the battle of Cerro Gordo, in the pursuit of Santa Anna, in advance of the whole army, in the desperate engagements of Cherubusco, Contrettas, and in the siege and capture of the city of fiction on every occasion the first regiment of New York Volunteers displayer matchless prowess and unparalleled bravery." The third objection is not worthy of any answer. The Committee of Ways and Means have since through their chairman, shirked the risponsibility of a report, and have finally, at this late day, transferred the bill over to the tender mercies of the Committee on the Militia and Public Defences, where it is destined to slumber, un'ess the New York Haratonesits us to wate them from their Rip Van Winkle sleep. In the mean

FASHIONS AND FOLLIES-PEMALE NEW YORK IN A

FARHIONS AND POLILIES—PENALE NEW YORK IN A FERMENT.

TO THE IDITION OF THE HERALD.

Never has spring been more anxiously looked for or more warmly welcomed than this season. The unusual and protracted severity of the winter, the taxations arising from the constant interruptions to business from the violence of the storms that visited us, and the condition in which they left our principal thoroughfares, comusual to the lashionable classes of our citizens, who generally regard it with very doubtful satisfaction, as putting au end to their round of winter pleasures and amuse

sheigh rides have had enough this winter to satisfy them for a season, and are glad to welcome the approach of its more genial successor. If anything could have added to this satisfaction, it would be the fact that it has removed the blockage from Broadway, which is once more visible to the eyes of the delighted New Yorkers. Ladies are again able to enjoy their favorite promenade without the fear of being run over by the vehicles which were com-pelled to it feat the sidewalks, or of assisting the commulating during the winter. Those paving stones, which we early feared bad "gone from our gaze forever," have re-app ared, Phonix like, and Broadway is itself sgain. re-app ared, Phorix like, and Broadway is itself again. Even the stores have had a dark, desponding look, reflected from the mounds of snow and ice which lined the street; but these removed, everything brightens at once. The stn looks gaily in at the windows, and in wites the merchant to display his most attractive wares, and then strikes right and left, coquetting with the latter, and occasionally throwing a beam across the street to let the people snow he has returned to the city. Very gird are we to see him, for Lent is nearly over, and millions of busy hands have been employed in preparing the graceful chapans and elegant dresses, which require bright w ather and clean streets to be displayed to advantage.

were gisd are we to see him, for Lent is nearly over, and millors of busy hands have been employed in preparing the graceful chopeaus and elegant dresses, which require bright weather and clean streets to be diep syed to advantage.

Beautiful and fascinating as the New York laties always are, there is every probability that they will in a few weeks outshine them elves; for newer were the means to helvinen the effect of natural beauty and grace so profusely employed or so much in demand. Modistes and dressmas kers are torturing their brains and working their fugers to the stumps to centribute to their adornment. Windows which a few weeks ag; looked dark and sombre with warm marimos, thick clotas and heavy moire antique, are now filled with silks whose hues would shame a sunset, lace delicate and soft as snow weath, ribbons which neight have been cut from a rembow feathers that seem to wave gently to the slightest breath of the atmosphere, and fruits and flowers in such lovely and be wildering consideration dieplayed by our fashiom tole ladies in thus using their husbands' hard earned means, to reader themselves more bewitching and attractive. The rulgar idea that "beauty when unadorned, is adorned the most," is quite obsoite. French milliners consider it abound and as they are our standard in matters of taste, of course it is so. One thing is a little strange—that such an independent and stand-upon-our dignity-nort-of-people as we are, should be willing to defer to entirely to foreign cleta in dress, babits, and manners—one would think that Americans would have a mational dress, or at least a national sandard of taste. This has been the case with reariy all independent nations. The costume of the ancient Greek, the imperial Romso, and warlike Celt, are all significant and suggestive of those characteristics which formed the price and giory of these people. But a costume which at anybody's bidding will shrike to the scanty cimensions of a Nubian toilit or enlarge until the wearer seems like a walking balloon, is

ORGANIZATION OF THE POLICE DEPARTMENT.

TO THE EDITOR OF THE REPAID.

My attention has been called to a communication signed dee," in the HERALD, in answer to one from me apen the subject of the present police system. From the attempt of "Police" to throw the responsibility and odium growing out of the inefficiency of that department of cur city government upon the Common Cruncil, I am led to believe that the article signed "Police" hat its ted to believe that the article signed "Police" hat its origin or direction from the "powers that be." The Commissioners of Police, as I understand it, claim to have the sole power to control and manage the police department, and I am unwilling that they should now, at this late day, which the responsibility which they have assumed. "Police" says that I am in error as to the number of men on day paired duty, and that but about one quarter only of the whole force is assigned to that duty. He care tulty, and very adroity, I confess withholds from your raders and the public any statement as to the number of men natured duty at night; but from the best information of same get without application at headquarters," I describe that the about three hundred out of the theorem.

and more policemen, who are in receipt of salaries of \$700 each per annum, with increased pay for captains and licutesants, are on du'y at the same time from dark till daylight. This duty under the old watch system was performed by honest, industrious working man, selected from our workshops, and carmen, for ten shiftings for each night's actual service, with ten times more security to our inhabitants than we now enjoy. I grant that we require more men than was necessary ten years ago. We have been supplied with a very large increase of men, but so arranged and detailed as to rob our citizens and taxpayers, and also suffers them to be robbed by burglars and highwaymen.

I do not profess to have any extraordinary means of knowledge upon this subject which is not open to every observer, and no one who has the ordinary perceptions afforded him by nature and common sense, can fail to come to the conclusion that some radical change is necessary. We ask—we demand—that we may once more have the privilege, as in olden time, to alsep in our own houses and walk the streets without being compelled to have a revolver by our side for protection. As I said in my former communication, I believe that even one fourth of our police force patroling and lounging about our streets in the day time, is a waste of the means of protection. We require all or nearly all of the capitals, licutemants and policemen to be en duty at sight, and if the Commissioners of Police will not do this, it is botter that the present system should be abolished, and the good old days of the "club and leather cap" releasing rated.

W. H. S.

PARK- HOW THESE THINGS ARE DONE IN ENG-LAND.

TO THE EDITOR OF THE REPAID.

a short arcount of Frince's Park, Liverpool, will be useful at the present moment, by way of a guide to those who have the laying out of the Central Park.

To the philanthropic spirit of Richard Vaughan Yates, Esq., is the Liverpool public indebted for this ornament of the neighborhood, and bessing to the town. That gentleman having imbibed the idea of forming a park that should be delightful both as a site for the mansions of the merchants and as a place of recreation for the in-habitants of Liverpool, purchased ninety acres of land for that purpose from the Earl of Sefton, for £45,000, and

for that purpose from the Earl of Sefton, for £45,000, and that nobleman, with his wonted generosity, contributed £1,000 towards beautiving the grounds.

It has now bren eight or ten years slace this park was laid out; therefore it as still in its infancy, but long years hence will the spreading branches of its trees be enjoyed by the inhabitants of Liverpoot. There is a very impressive notice in this park, that speaks volumes. It is this:—"If you will carefully avoid wanking on the grass it will remain green and beau iful for you forever." What an improvement on the old manner of such notices—"Traspassers will be prosecuted with the utmost rigor of the las!"

This park was also designed by Sir Joseph Paxton, and the same general ideas as those which directed the lay-

This park was also designed by Sir Joseph Paxton, and the same general ideas as those which directed the laying out of the park at Birkenhead, are carried out here; but the lar d is much finer for landscape gardening purposes than in toat park. A broad drive sarrounds the park, outside of which are the villa sites, many of which are already occupied with villas and man-lons that a prince might be proud to passess.

Near the centre of the park is a large irregular sheet of water in which are two islands. The large of these islands is reached by a Chinese bridge. Opposite the upper end of the island is a pretty boat house, with a mureum above.

water in which are two islands. The larger of these islands is reached by a Chinese bridge. Opposite the upper end of the island is a pretty beat house, with a mureum above.

The larger island and a narrow place adj. ining, the entire length on one side of the lake, are inclosed and laid out in a very beautiful garden; the model of which is preserved in the museum. This garden is for the exclusive use of the companies of the surrounding villas, and is kept in superb style. The small island is planted with willows, &c., and appropriated to swams. The trees, shrubs and ficuers are nearly the same, but the omiters are doing better than at Blikenhead.

From the palk there are reveral fine prospects: the Mersey, detted with its thousand sails from all climes, the hills of Cheshire and the mountains of Wales, in addition to the beautiful surrounding wooded scenery. From the entrance it is but a short walk to a deep and densely wooded ravine, reaching down to the Mersey, named the Dingle, and owned by J. B. Yare, Esq., brother of the proprietor of Prince's Park. The public are admitted to this delightful dil on Wedneslays and Thursday. I was there on one of those days, and could not but exclaim with the poet:—

Thou givest not, England, to the tasteful eye.

Nor to the heart more soothing.

This park is an example of individual enterprise, and is considered a good investment. It will not, perhaps, be amiss to say here, that there villas, malke our American villes, have their drawing room from on the park side, and the carriage or returnes front on the opposite add, fronting out he parker ond.

The villas surrourding this park and the park to getter, form a most channing picture; the park may well be casted an emerald, set in a frame of most exquisite mosaic—they mutually enhance the beauties of each other.

The trees and shrubs in this park have been of such rapid growth that one can hardly realize that it has been so short a time since it was commenced; and so much value in suced and enterty that have a designed to a

rapid growth that one can hardly realize that it has been so whort a time-since it was commenced; and so much value is passed upon it by the inhab tants of Liverpool that the surhorities of the town are taking measures to procure land for a public park on a large scale.

HOWARD DANIELS.

on any other site than the present one. The following are
the points embraced in it:

1. The present City Hall is still above the business
centre of the city, and there is little probability that
business will for centuries move so far up the island as
to require a change in the location of the Hall.

2. The Park is the most convenient and easily accessible
point in the city, both for uptown and downtown resi
dents, and also for visiters to the city from all parts of the
Union.

2. The Farts its the most convenient and easily accessible point in the city, both for uptown and downtown residents, and also for visiters to the city from all parts of the Union.

3. The centre of business, and not the centre of population, should decide the location of the City Hull, it being intended for business instead of domestic purposes. It is for the accommods ion of business men, and should be so located as fo ar. Id all unnecessary travel and all vexatious and expensive celsy.

4. To scatter the heads of departments, or to separate the city government from the courts, as proposed by the petitions referred to, would lead to great annoyance and inconvenience, (as they are so interblended that continual reference from the one to the records of the other is unavoidable.) and would be little less than equivalent to a division of the city.

5. If private interests are the be considered, those which have naturally sprung up around the present Hall are of quite as much importance as any that would be promoted by a removal of the Hall. Many of those now existing around it would be much lojured, if not entirely destroyed, by its removal, (which would be of no public benefit, but rather a great injury,) while the character of the business that would inevitably follow the Hall would be reither agreeable to the resident's in the vicinity of its new location, nor at all enhance the value of projecty now covered by fashionable dwellings.

6. No considerable portion of our population desire an uniown. City Hall, such desire being confined to a few individuals, who are bilinded by selfishness to their true interests, and heps te schance the value of their property at the sacrifice of the interests of the public.

For these and numerous other cogent reasons, the undersigned trusts that your honorable body will at once see the absurcity of charging the present location of the speedy extension of the present location of the speedy extension of the present location of the speedy extension of the present location of the

MANAGEMENT OF OUR CITY BAILROADS.

I see by a notice in your paper that the Committee on Pailroads will be in session on Wednesday next, at the Pailroads will be in session on Wednesday next, at the Councilmen's chamber, to hear what the people say about the abuses, &c., of said roads. But fearing if the members of said committee are not in the habit of riding in the cars, that they cannot fully, without doing so, realize the inconveniences the travelling public are compelled to submit to, I would advise them to test the question by riding over the several roads at various times in the day, that they may add their own experience to that of those who may appear before them. But doubtless all the honorable members of that committee have patronized the cars, as well as the writer, and been subjected to the requering and packing process. They have doubtless had their toes pressed tigner to the bottom of the car than they wished by some one more unfortunate than themselves, who could not procure a seat, and was compelled to stand up and belance himself the best way he could, or, perchance, having had a seat, had given it up to accemmedate some female—perhaps by the combuctor himself as he squared through the living mass that

crowled the space Cosigned by the car builder for the ingress and egress of passengers, and said, "Your fare, gentlemen." Bu: I will take it for granted that both journesis and the hoorable members of said committee, and all that ever rode in the cars more than once, have seen and endurad enough to say, "There should be reform on these city railreads."

I, for one, say if the railread companies wish their cars to carry jorly persons, let them have them made sufficiently large to accommodate ormortably this number, but small er cars to hold twenty are preferable. If the cars are large, the time consumed in stopping to take in and let out passengers is too great. If a person gets in the car at Yorkville be wishes to get down fown as soon as possible; but having to stop some thirty or forty times of nosumes a great deal of time, and adds much to the length of the journey.

All passes gers should be compelled to get in and get out of the rear door of the car, and the Ariver should have the trust platform to himself. As room as the car statts the front door should be shut, and no ingress or egress allowed. This would make the car much more comfortable, as it would out off a cold draft, which is consistantly blowing through the car when the door is opened, much to the amoyance and discominant of the passes gers.

Every rasseager should have a comfortable sitting, and when he car is alled, or rather the seats, the conductor should not be allowed to stop the car to take up more passer gers.

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SUPPRESSION OF LOCOMOTIVES WITHIN THE CITY LIMITS.
TO THE EDITOR OF THE HERALD.

TO THE EDITOR OF THE HERALD.

A few months ago all the city newspapers were filled with the evidence of the outrages upon the rights of property and the security os life along the North river, by the use of locemotives within the populous limits of the city. The committee of the Councilmen, to whom this matter had been referred, reported in favor of the immediate suppression of this abuse, requiring the substitution of horse power below lifty ninth street. Why has not this report been acted on by the new board?

Are our citizens, who have been heavily assessed for opening the Eleventh arenue, to be ferreer deprived of using that avenue as a public thoroughfare? They are called on yearly to jay taxes for property which can yield nothing while the use of locemotives prevents access to it by the orthard methods of communication. Neither combuses nor private carriages can be used on that avenue while the abuse compained of is permitted. No excuse can be given for prolonging this injustice on soy public grotness. Nobedy is ben firsted by it except rich speculators, whose fortunes have been made by the nuisance.

B. L.

THE FERRY COMPANIES CLAIMING AN ITEM ON THE CREDIT SIDE OF THE FURLIC ACCOUNT.

Union Ferry Company, and also those of the Jersey City Ferry Company, are thoroughly prepared with powerful apparatus for the immediate extinguishment of fire. Each of these boats is provided with a large Worthington safety pump and steam fire engine.
TENANT HOUSES AND THEIR OWNERS.

TO THE ADITOR OF THE HERALD.

My attention has just been called to a report in your

My attention his just been called to a report in your paper of Minday, the 17th isst., in relation to tenant houses. After describing "Cottage row," you add:—"The owner, meanwhile, is George Folsom, formerly State Senator, and at one time U. S. Charge d'Affairs at the Hagne."

Having charge of Mr. Folsom's property in his absence from the country, I beg leave to inform you that he does not, and never did, own the proper y described. Those buildings were erected, as I have been informed, by a gentleman who was formerly Alderman of the Fifteenth ward. Mr. F. has an interest in some buildings adjoining them, and thus I suppose the error in the account.

will you be good enough to correct I in your next igsue and oblige CHARLES J. FOLLOM, MARCH 22, 1886. No. 307 N.m. h street.

TER NEWSBOYS AND THE EXTRAS. TO THE EDITOR OF THE HERALD.

THE SECTION AND THE RETAINS.
TO MARKET SHAPE AND THE RETAINS AND THE RETAINS AND THE SECTION A NEW YORK, Feb. 26, 1856.
The manner in which the newboys are suffered to swindle the public by calling out begus editions of the

church in Barnet.

Eev. George S. Chase, a young man of fine talent, lately iron Rochester, N. Y., who has officiated for the Baptist church, in Warren, R. L., was oldsined as pastor of that church, on the 13th inst.

The Presbytery of Rochetter, on Feb. 26th, they met at Parma, and ordsined as an evangelist, Mr. H. G. Miles, a Boentiate, lately received under their care from the Third Presbytery of New York.

Rev. Gardiner Spring Pixmley has received and declined a call from the Seventh Presbyterian church, (late Dr. Hatfield's,) comer of Broome and Ridge streets.

Rev. A. B. Varzandt, D. D., has accepted the call of the Ninth Dutch church, in this city.

The Rev. T. H. Cox, B. D., has been tendered the Presidency of the legham Franke Collegiate Institute, at Le Roy, Geresee courty. This institution was recently given in perpetuity to the Synod of Genesee, N. Y., and an effort is now being made to endow it by raising the sum of \$50,000.

The Banear White of Street Contracts of the Street Contracts of the

of \$50,000.

The Bangor Whig of Tuesday contradicts the report that Rev. Mr. Fleid, of Brewer, Me., had accepted the call extended to him by the Salem street church and Society, at Boston.

The Elbiot church, at Newton Corner, Mass., have called Rev. Mr. Bowen, who has officiated for some weeks of late at the New South church, in Boston, has accepted an invitation to take the pastoral sharge of the Congregational society in Kirguton, Mass.

Fev. Raiph Fmith has received and accepted a calleron the Congregational church and society at Wolcotiville, Conn.

from the Congregational church and society at Wolcoti-ville, Conn.

Rev. Mr. Day, of Stafford Springs, Conn., has re-ceived a call from the Congregational church at Middlebury, Vt.

Rev. John Blood, from Olney, Ergland, has been invited to continue his pastoral labors with the Congregational church at North Greenwich, Conn., for a season.

Bev. J. B. Wheelwright, formerly of Bangor, Me., was ecently installed as pastor over the church at West-

brock.

The Rev. Ealph Smith, formerly of Cornwall, was installed as pastor of the Congregational church at Wolcottville, Conn., on Wednesday, 19th inst. cottville, Conn., on Wedresday, 19th inst.

Mr. E. B. Chamberlin, a graduate of Andover, 1864, was ordaired and installed pastor of the First Presbyterian church in Plattaburgh, N. Y., on the 12th inst., by the Presbytery of Champlain.

Pev. Willard Bigalow, lately of Wardsboro', Vt., was installed at Ashfield, Mass., last week.

Rev. E. C. Ferrin was installed at Hinesburg, Vt., on the 6th ult.

Rev. Isaac S. Demund, of Belleville, N. J., has tendered his reagan ica of his progent charge, having received

and, as we are informed, accepted a call from a German Reformed church in Lancaster, Pa.

Rev. John J. Marks, for fitteen years paster of the First Presbyterian church in Quincy, Iil., has been compelled by continued ill health to resign his pasteral charge.

Rev. Jeffrice Hall, of Elliot, Me., has resigned his charge.

Rev. Randolph A. Smith has resigned the pasterate of the O. S. church in Norristown, Pa.

Rev. John Rowland has resigned the rectorship of St. Stephen's church, Williamsport, Pointe Conpes, La., to take effect on the lat of May next. He will be absent in Europe until the lat of October next, when he will return to New York.

Europe until the 1st of October next, when he will return to New York.

Rev. P. Lincoln Cushing has resigned the effice of chaplain of the Massachunetts State Reform school, in consquence of impaired health.

DEATHS IN THE MINISTRY.

The Rev James S. Batton, recently a missionary of the Methodist Episcopal church, South, died in this city on Tureday merning. Mr. B. was sent by the Alabama Conference, of which he was a member, as a missionary to China, some two years since, but the climate there proving too severe for his constitution, he returned to this city a few weeks since. Here he received the attention of hind friends, but his dicease had become too deeply scates to arrest its progress. He has ceared from his labors and entered upon his reward.

Rev. Mr. Bafley, formerly pastor of Valley street Methodist church in Richmond, was drowned last week, with his wife, in James river, in one of the lower counties, He was an active minister and truly plous man.

Rev. Heary Bacon, pastor of the church of the Messiah, in Philadelphia, died in that sity on the 19th lint. He was an emirent Univercalist clergyman, and had been in the ministry twenty years. His timt settlement was at East Cambridge, after wards at Haverhill, Mass.; then at Parbleheed, and afterwards at Pravidence, R. I. His departure will be mourned by a very large circle of friends.

NEW CRURCHES.

nicends.

NEW CHURCHES.

The mission enterprise, which has been kept up by the Calvary abouth in this city (Rev. Dr. Hawks), has been so successful that a row chapel has been opened in Twentieth street, which is now filled every Sabbath. The church supports two missionaries, and keeps up two-Sabbath services, upon both which are some eight huncred stated attendants, mostly foregoers. In addition to these preaching and teaching exercises, industrial schrols and other philanthropic enterprises are liberally sustained.

these preaching and teaching exercises, industrial schools and other philanthropic enterprises are liberally sustained.

The new church just finished for the members of the Bapist persuasion on Bryne street (Petersburg, Va.), was dedicated on the 16th inst. in the usual form.

The new first Baptist church at New London, was dedicated on the 18th inst. Rev. Dr. Ives presched in the alternoor, and Rev. Dr. Trumbull in the evening.

The Hellanders of Chicago, we are happy to learn, have secured funds sufficient to pay for the site of their church edifice, and have a good prospect of obtaining enough to proceed forthwith to the errotion of the building.

The new Presbyterian church in Olean, N. Y., was dedicated on the 6th inst.

MISCELLANBOUS.

The Rev. Dr. Chewar, pastor of the Church of the Puntans, in Union square, is about to have a colleague to aid him in his duties.

Rev. John Bowers, for eighteen years pastor of the Congregational church in North Wilbraham, Mass., bas asked a dismission.

The report of the Methodist Book Concern for the year 18tf., presented to the Conterence of the Methodist Episcopal church at Baltimore, s ates that the periodicals, exert the Christian Advance, falled to meet the expenses of their publication. The assets of the concern amount to \$758,977, against which there are liabilities to the amount of \$170,249, leaving a capital stock of \$568,672.

Those who grow weary under a sermon of over thirty minutes may profitably c ntemplate the long suffering

to \$758,977. sgainet which there are liabilities to the amount of \$170,249, leaving a capital stock of \$568,672. Those who grow weary under a sermon of over thirty minutes may profitably o ntemplate the long suffering of the Germans. A travelier writes of a cay's experience in a village church near Hamburg:—The torencen service was only five hours in 'eng'h and the afternon service four hours. The lorg prayer was over one hour—the explanation of a reacing in Fealms was about an hour and the termon over two hours. The hymns were sixteen stanzas is mg, and eight lines to a stanza, the choir in the evening lit that right, while singing, and then extinguished trem. The preacher took his tea at 10 c'clock at hight, and being asked by his guests, if he was not fatigued, said he was not in the least.

On Sunday, March 18, (Palm Sunday,) in St. Mary's church, Burlington, New Jersey, at a special ordination, the Bishep admitted the Rev. Wm. Coas ell Deane, A. M., Assistant Minister of St. Many's church, Burlington, and adjunct Professor of English Literature in Burlington College, the Rev. Jos. S. Marcs, A. M., Missionary Minister of Giace church, Elizabethput, and the Rev. H. bart Chetwood, A. M., Acting Rector of Burlington College, be comediated by order of Priests, and Walter Alexarder Mitchell, A. M., adjunct Professor of Latin in Burlington College, to the holy creer of Deacous. The Deacon was presented by the Rev. Marcus F. Hyde, A. M., Professor of Arciant Larguages in Burlington College, and the Priests by the Rev. A. Prost, A. M., Libratian, Morting prayer was read by the Pev. D. C. Millett, Principal of St. Mary's Hall, and the Rishop preached and administered the holy communica.

A PLAN FOR BEADING THE BIBLE THROUGH EVERY

Personal Intelligence.

From Marsesibo, in schr Knight—Capt Wallace, inte of brig Streut, it st on the Nw point of Inagua City. Fee 14; versel total lear, part of cargo raved. She was from New York or Trinised de Cuba. The mate and two seaman also came one in the K. From Honchulu, in ship Steoting Star—J C Metcaif, T C preep, Capt John Sweeny, late of ship Potoman, which ioun

From Liverprol, in ship Constantine—James Draper.
From Nascau, SP, in brig Wappoo—Capt L B Wayman,
spi Numbrod capt Ecyd, Capt Davis and noy, Mr Qualey,
r Fobinson, Capt Lemont (ci Havre), R W Waldo, of Scot-Fobinson, Capi Lemont (ci Havre), E W Wando, or Ever L. Ct. B.

L.

From Havre, in ship Saml M Fox-Chas C Arthur, of Nancket. Frem Maracatho, in bark Ilva-Guaiav Schmilinsky, Loren-ofestris Felanco Hamirez, Miquel Zepaia Frem Neuvitar, in brig Haunah Baich-W Handy and lady.

Fig. 10 Marscarbo, in bark Ilwa—Gualay Schmilinsky, Loren10 Gulvis: Felatoc Ramirez, Miquel Zagalas
Fig. 10 Neuvitas, in brig Has.nab Baich—W Handy and lady.

DEPARTURES.

For Fouthsmotion at d Bremen, in stesmship Heimann—Hy
Fends. N Y; C B Krait and son, Philar J Keller, lady, 2 inIsonis and servant, G A Schedt, N Y; Thou Dittrel, Richmond;
Mr behuberth, B Y; J V Borries, Louisville; Lievi, Ballimore,
J R Beyer, Chas Gaton, Marchine Barbandeshan,
Scholter, Gallornie; B Werzilk, L G Both, N Y; S Sannel,
Scholter, Gallornie; B Werzilk, L G Both, N Y; S Sannel,
Sen Franchero; L Growman, Mr Van Weik, N Y; Mr Densaur,
Louisville; J R Bolcken, T B Tucker and son, Martin Brensch,
J Ecroder, N Y; John Barm, Ohcago; J F Muller Mrs Bertha
Breger, Mrs J Berner and infant, Mrs Schlichting, R Meyer, N
Y; U demleck, Henry Johnson B Fell, St Louis; Harkins, N
Y; Ludwig Rosenthal, Bremen; Mrs Helen Bolcken, Miss B
Bolcken, N Y; John Kunz, Illinois; Mr. Baocrufeldt, A Toth,
Mr Levi, lads and Zchildren, NY; Mr Finstern, Lowa—Total 54.
For Glasgow, in the steamship Edinburg—Jas Russell, John
fmth, Henry Brown, Miss killa Clark, Mrs James Monteith
and infent, Dr John L Ball, Alex Miller, James W Mckwen,
Thes Boylas, J McViet and lady, Peter Allan, Ivy Mcliwrab,
Mr O'Eoyle, F Cerlier, Thee turrie, J Miller, Sam Goodier,
Wm R Green, Benj Kerr, J Benry, Geo Hope and Indy, J McWillams, M Braconas, J T Jenkins, Jas Kelley, J Spencer, H
McCl's ab, Mrs B Clark and infant, Margaret Grahim, Mr M:
Kenle, James and Gyriller, Back Lurrie, J Miller, Sam Goodier,
Wm R Green, Benj Kerr, J Benry, Geo Hope and Indy, J McWillams, M Bracons, J T Jenkins, Jas Kelley, J Spencer, H
McCl's ab, Mrs B Clark and infant, Margaret Grahim, Mr M:
Kenle, James and Gyriller, Back Willer, Sam Goodier,
Wm R Green, Ben Gark and infant, Margaret Grahim, Mr M:
Kenley, James and Gyriller, Backy Mr Spencer, H
McCl's ab, Mrs B Clark and infant, Margaret Grahim, Mr McRey,
Br Brossours, M Hahm, L O Lavyno, J H Egan, lady
end two children, Mrs Beles, Ws Schwards,

MARITIME INTRILIGENCE.

Port of New York, March 99, 1854

CLEARED GLEARED

Steamship Barcelone Morit, Havre - EM & E D Poirer & Co.
Steamship Augusta, Lyon, Savannah - S L Mitcotil.
Steamship James Adger, Turner, Charleston - Gpoffierd,
Fileston & Co.
Steamship Rosaroks. — , Richmond - Lud'asm & Pleasanta.
Ship Wm Tapacott, Bell, Liverpool - Sapacott & Co.
Bark Uldenburg (Brem), Sikken, Havre—Honnings, Muller

Gosling. Gosling
Fark Hannibal Kline, Busnos Ayrrs—W M Freeman & Co.
Bark Lyra, Runis. Havans—Moses Taylor.
Bark Lyra, Runis. Havans—Moses Taylor.
Bark M Kimball, Moore, Majarrss—H G Brookmas & Co
Bark Grand Turk, Johnson, Fagus is Grands—O & E J
Bark Grand Turk, Johnson, Fagus is Grands—O & E J

Peiers.
Brig T B Walson, Wonliger, Lagus yra—Da'lett & Blies.
Brig T B Walson, Wonliger, Lagus yra—Da'lett & Blies.
Brig M B Pieros, Pierce, &t Thomas—Russell & Vining.
Brig Kooloa, Bancroit, Cardenas—Mayhew, Taibot & Co.
Brig Nerth Axworthy, Galveston—D C Murray.
Brig J E Arey, Stone, Bt Marya Pilisburr & Sandford.
Schr Wave (Br., Wilson, Haltar, He Donovan.
Schr B Tuttle, Baker, Lavacca—McCready, Mott & Co.
Febr Hartseim G masted, Graden, Eavannah and Charl
ton—Danlam & Dimos.
Schr B Fanner, Applegit, Savannah J E Gilmore.
Schr Baxall, Mose Bichwond—C B Pierson.
Schr Mary Jac, Elipson, Norfolt—Sturges & Clearman.
Schr Rebecca, Wogforn, City Point—Jan Hunter & Oo.
Schr A Faulkenberg, Rogers, Philadelphia—Johnson
Slaght.

Schr B Corsyn, Corcon, Philadelphia—Johnson
Slaght.

Schr T C Lyman, Stanrard, New Haven-Master.

Skop Pointer, Fowler, Providence—Master.

Ricanship Knoxville, Ludlow, Bayannah, 66 hours, with urde and passengers, to S L Mitchill. 22d inst, off tae Capes of Delaware, passed schr Patrick Henry.

Stamabip Routherner, Ewan, Charleston, 57 hours, with urde and passengers, to Spofferd, Tileston & Co.

Ship Queen of the Seas, Tay, Shanghae, Mov 18, passed Apper Dec 12, lett it Helcua Feb 11, with leas, si ks, &c, to J O Haker. Dec 12, inthe birnis of Sunda, spoke ship Starlight, from Fanila for Fagland; Jan 31, int 35 38 S, lon 21 T; s, spoke ship Nor Wester, from Calcutta for Boston, with loss of fere topma-t, mizzen topmast, and jibboon; was nearly rigged again. March 9, int 29 10 no 67 38, signalized schr Graod Island, bound South; 17th lat 35 10, ion 73 50, spoke hark Narragansett, bence for Havana. Nov 21, Autonio Muuson, seaman, junned overboard, and was drowned.

Ship Sea Serpent (clipper), Whitmore, Hong Kong, Jan 3, with teas, &c, to Grinnell, Minturn & Co. Jan 26 ist 23 30 S, lon 63 F, picke ship Carrington, from Foo-chow-foo for New York. 25 days out; Feb 9, lat 34 04 S, lon 17 56 E, spoke F-cilpper ship Himalaye, from Calcutta for Havre: Joth, off Cape of Good Hope, passed anip Sea Witch trom Amov for Havana 43 days out, with cooles, all well; March 12 lat 22 05 N. Jon 63 19, spoke ship Competitor, from Manila for Reston; 17th, spoke ship Horsburg, from Calcutta for Boston, 95 days out.

Bosion: 17th, spake ship Horsyurg, from Oncount Nov 4, and 56 days out.
Ship Shroting Siar (clipper). Engman, Honelulu, Nov 4, and Pernamituor Feb 24th, with oil san brone. to Wellburton & Abbott. The 8 S went ashore shout 50 miles N of Pernambure on the night of Jan 22d and remained there until Feb 2d, when, after having lightenec her, the was got off and proceeded to Ferram buco, where she took in a fortion of bir cargo, and shipped the balance, consisting of 24th bundles whalebone and 24 cas 1 s cil, per berk Minesola, and salled in company with

Ship Shooting Star (clipper). Kingman, Honelulu, Nev 4, and Pernsamburo Feb 24th, with oil san èvone, to Wellington & Abbott. The 8 S went ashore about 50 miles N of Pernsamburo on the night of Jan 22d and remained there multi Feb 24, when, after having lightened here, the was got off and proceeded to Pernsamburo, where she took in a portion of her cargo, and shipped the halacce, consisting of 24th bundless whalebone and 24th cast soil, per havit Minesota, and salied in company with her for this post.

Ship Cullivator, Austin, Liverpool, 63 days, with make and 25 partengers, to Williams & Guion. Experienced heavy westerly gales: here 35 days West of the Banks.

Ship Cullivator, Austin, Liverpool, 3nn 18, with make and 27 passangers, to Williams & Guion. Experienced heavy westerly gales: here 35 days West of the Banks.

Ship Cullivator, Austin, Liverpool, Jan 18, with make and 27 passangers, to G Grimell. Jan 30th, lat 45 ft, log 27 ll, at 9 PM, lost irrum the mizreatopasally and overboard, James Poccily, assuman, a naive of treatind, 27 years of age. Feb 2d, let 46 45, len 27 30, speaks ship John Dun op, for London; 12th, lat 45 31, lon 23 de, experienced a heavy gale from 18W to NW; at 13/2 PM. Jemes Galin, an American seaman, fell from the mizreatopasal yand overboard, and was lost; he was 23 years of age, and a naive of New York; March 16th, lat 35 04, len 79 Sc. at 7 a M. John Sanders, assuman, fell from the maintopasilanins at 1sd overboard; hove the ship to, lowered a boat, and traved him; he was much bruised about the face, head, and tree arm. The C has experienced a continuation of reavy westerly gale as the entire passage; he has been wore around 66 times and tacked 13 times, before receiving the pilot on beyn, which was on the 21st inst, 25 miles 8% of Sandy Hock. Had one birth on the passage. On the caster edge of the Bankher the entire passage, on the caster edge of the Bankher the entire passage. On the caster edge of the Bankher the entire passage. On the caster edge of the Bankher the entire pass

Fifth of May, 102 days from Nowcastle for Now York; the captain reported having lived on peas for 30 days; was all out of provistus, with boals atove, sails gone, &c; supplies him with Iread, being the only stricte we could spare. No date, list 46, Ion 13, exchanged sipuls with a Be bark showing the 3d distryundburg predam ho Wil (the Rectified, for 8t John, MB). The Oraw Loice.

Ship Robert Center, Arnold, Antwerp, 70 days, with mass to Brawer & Caldwell. Experienced way heavy westerly galed duling the parsage; sprung rudder, carried away foretopially and, starbeard rath, split sais, &c. Feb 17th, lat 46, to 40, by which we have been supplied by the sais of the sais with a service of the sais with a sais with a sais with a sais of the sais with sais of the sais of the sais of the sais with merchandize and 77 page-agers, to Wm Nelson & Son; has experienced very being Exit Paxier, Havre, 40 days, with merchandize and 7 pages and 15 pages.

bod 77 pans-bgers, to Wm Nelson & Soc; has experienced very bevuy westher.
Ship Hivre, Baiter, Havre, 40 days, with merchandize and 77 pessengers, to M Livingston. Crossed the Banks March 5, in lat 43 50, erd saw no tee.
Ship Victrine, A mustrong, Troon (Scotland), for St John, RB, for orders. Is short of provisions, and has sai's considerably demanged, having experie ced a succession of heavy westerly gales in 60 days, 40 of which she has not been able o show say canvas above c'or refed topsail. On 23st and 22d January experienced a hurricane, in lat 48, ion 33; also a very beavy gale on 10th fast in lon th, lat 41 28, which lasted derx, with heavy show and freezing weather. Feb 17, lat 58, to 144 stole with Sutton, of Boston, steering east. Lips Bastford, Foweil, Savanrab, 12 days, with oction, to Lipsan & Dimon.

Efficiency, Hill, Saco, via Rewport, will needing to Herter, Friper, Kright, Jacmel, 28 days, with coffee and layword. to Yose, Livingsion & Co. Febr Wim M Dodge (i Greenport). Ackerly, Port au Prince latine, with legwood to Maytew, Talbot & Co. 19th inst, in: 35. co. 74 20. saw tark May Queen bound N. Schi & Channard, Hamilin, Ponce 20 days, with molasses, i len 74 50 saw tark May Queen bound N. Schr & Cisannard, Hamlin, Ponce 20 days, with molasses, o Schressinger & Anderson.
Schressinger & Marketter & O.
Bunter & Co.
Febr Speculator (Br.), McNabb, Halifax, 10 days, with 6th to Hunter & Co.
Schressinger & McAuffier, bas had heavy weather, lost boat, &c.
Schressinger & McAuffier, Malfax, 16 days, with 6th to master.
Schressinger & McAuffier, Halifax, 16 days, with 6th to master.
Schressinger & McAuffier, Broke whale ship Ellen, Augusta or New Bedford The Was had very heavy weather; lost hobcom, stove bulwarks, and threw overboard part of her days.

sinbcom, tore buwards, and arrange arrange.
Sch Harriet (Fr), Newell, Parsons, Hahfax, 16 days, with fish, to Valiance & Bully,
Schr Old Domision, Bunker, New Orleans, 14 days, with mose to Robert & Williams.
Schr J Grieren, Halleck, Apalachicola, 20 days, with cot

Schr J Grieren, Halleck, Apalachicola, 20 days, with to to Eagle & Hauzard.
Schr L Fearock, Hughes, Savannah, 10 days, with et J H Gimere.
Echr Jehn, Eurion Wilmington, NC, 15 days.
Schr Alice I ea, Corseo, Wilmington, NC.
Schr Le Johnson, Ferry, New born.
Schr Alice I ea, Corseo, Wilmington, NC.
Schr Le Johnson, Ferry, New born.
Schr Holle, Wilmington, NC.
Schr Bene, Corseo, Wilmington, NC.
Schr Bene, Bird, Kenl, Alexandria.
Schr Mott Bedeli, Treadwell, Norfolk.
Schr Bene, Corseo, Norfolk.
Schr Birdhing, Finkany, Kennabunk.
Schr Birdhing, Finkany, Kennabunk.
Schr Birdhing, Finkany, Kennabunk.
Schr Birdhing, Finkany, Kennabunk.
Schr Hoffen, William, Wirginia.
Schr Harten, William, Virginia.
Schr Barbern, Havis, H Eagle & Hazard. L. Peacock, Hughes, Savannah, 10 days, with cotton, to

Br brig Stins.

SAILIGD.

Stesurships Edinburgh, Glasgow; Barcelons (Fr), Havre;
Hermann, Hermann, August. Cavannah; Jan Adger, Charlester: Resinche. Sorfolk; php Enjigerbockey, Liverpool; and

Miscellaneous and Disasters.

Baining or Figureian Suramens—Folces than three steams ships swited from the port yesterday for Europe, viz.—The Bermas n, Capt Higgles, for bouthampton and Bremen; the Echaburgs, Capt Commings for Glasgow, and the Barcelone. Cost Foris, for Earne circot. All took out large frequit tide. The steamship Southerter, Capt Ewan, arrived yesterday for an Charleston. We are infected to the pursor for papers. Bank Vaxya—The bark Young, attituou, which suided femosfed lith for Curacca, reports:—Feb 16th, lat 37 50, ton 70, blowing a heavy gale from WSW, while ying to under a close recied maintopeat, was stuck by lightnirs, esting fire to the fore tepgaliant sail; it then passed down the foremast, tore up two deck planks, and struck one man, burting him a sensously, completely burring at his clothes, and struck for the senso place again knocking down the second mate and two men but without any injury. The vessel sprung aleak; supposed the lightning to have started the oakem out of the topsides. Has to keep the pumps going all the time; from the shove date to the 20th had most severe gales from the wes-ward; hove to at the time. Physical severe gales from the wes-ward; hove to at the time. Physical severe gales from the wes-ward; hove to at the time. Physical severe gales from the wes-ward; hove to at the time. Physical severe gales from the wes-ward; hove to at the time. Physical severe gales from the wes-ward; hove to at the time. Physical severe gales from the wes-ward; hove to at the time. Physical severe gales from the wes-ward; hove to at the time. Physical severe gales from the wes-ward; hove to at the time. Physical severe gales from the wes-ward; hove to at the time. Physical severe gales from the wes-ward; hove to at the time. Physical severe gales from the wes-ward; hove to at the pumps going all the time; from the shove date to be severed the pumps going all the time; from the shove date to be severed by the chart me of the physical severed to at the physical severed to be a severed to be severed to at the sev

waters, dated

We have to inform you of the total less of the ship Ann Roic, of this part on her verege iron thu poet to Calcutta (abandered at sea). She was pastly insured in New York.

By a letter dated at Consumined's, 2th tal, we learn that he had Luckda Sear, of New York, was driven on shows here during a beavy gale on the 22d and became a week is a short lime. She was discharging hay at the Scutart wharf at the time.

[The Luckda Sears vas an A2 vessel of 249 tops register, built at Robinson, Mc, in 1800, and valued at 38 000]

Hong Koye, Jan 15.

tuilt at Robinson, Me, in 1870, and valued at 28 000]

The ship Highlyer, which cleared from San Francisco for this port with Chicase narsengers, has not retarrived. She cleared on the 24th of Cetcher and fears are enterested that she has met with some accident. The whale this Benjamin Mergan, of New London, came is on the 9th irst. She was last from Houoluin leaking 1700 strekes per hour at one time, and the surver or have orecree her cargo of oil to be discharged, which is now being done.

A vestel called the Free Trader, from New York, has been set near the Virgine, on the East shore of Placentis Bay and all on board had perished. For sessiones could be rendered the uffecturate propie from the shore. Five of the bodies had been picked up. Seven persons were as no board of the wrick before the surk. Feveral artisles had come on share (among them a carrisse wheel), which correspond with that known to have been abspired by the Free Trader.

**CAPE Max Court House, March 20.

The brig Cardiff. Conly master, with a curgo of baywood bound to New Yerz, came on the base Coxean face rester.

Ardistract was test to her from this place, but the master rester cay.

SHIP JAMES PAX—The dan aged cargo of the ship James Bay from Philadelphia for Liverrool, was so dat Bayannah 17th it at by auctor, as followes—67.66 bbls flour from \$4.50 to \$4.75, 1185 but-ble of wheat at \$1.31% per bushel, purchasers to pay 11% cents for each tag

te eccked.

SHIF GEO HAILETT, at Pesion 20th from Calcutta, kas evos rienced heavy westerly gales test tool, slove bulwarts, &c. bad been 41 days N of Bermuda.

BAIR J FORDES, reported yesterday as absidered at sea, was built at Cumber and, Me. in 1846, 201 tons register, owned by Messra Hoichkins, of New Laven, and valued at about \$6,000.

80 CCC.

Brito I mailists, hence for Constantir code shandoned at sea, and the crew brought into this pert by the ship Ma valley, was built at Warren. Me, in 1818, 230 tota register, rating A2, and valued at \$6 CCC.

Brito Many Ann, from Georgetown, SD, for Boston which was abandored at rea sed the crew i rought into this pert, was built at Hampden, Me, in 1831, 105 tow register, rating A15, cweed in Bayanrah, and valued at \$3,000.

Alty, ewed in Bayane ab, not red at \$8.00.

Build Guinarr, Polanc, from Charleston, 8C, bound to Cleiningen, with a carpo of rice and lumber, was wretked on the Southeast red of Mayanusra, on the morning of the 7th Ult. The captain, male, or ow and part of the cargo arrived at Grand Turk, 7 I, on the 14th ult.

CAFE MAY, March 20 - Brig Cardiff, Conly, with logwood and 115 has coffee, came on the bar off Corson's Index yesterday morning. Men were sent to render a sistance, in order to which the hoat was carted 10 or 12 miles on the beach. She was bounded the morning. The master retured to receive the predicted sales and on the boat and the boat and crew at returned. When boarded she was fourd to be light. The deck load had been thrown off. Mr. Strigsham thinks he could have saved the coffee and other portions of the cargo to day. The Captain offered an esseen for the course the was pursuing. It is understood that the rudder is off.

21rt, Wilmington, Whelder, Footbowino; 50th, Nuthtingale, Matter, Shanghae; Jan 12, Ruceheund, M'Doneugh, San Francisco.

Jackell Feb 2?—In port brig Holberton, for NYork & Manilla, Dec 12—Arr John Jay, Howland, NYork; 28th, M-ri Carrey, Beston, 81d Dec 12, Constance, Chandler, Boston, 16th, John Glipin, Ring, do: 19th, Competitor, White, do. Marintius Dec 21—Arr Wichers't, Freaman, Callao, Maliburre, Bec 16—Arr Grey Feather, Brown, NYork, Nassau, NP. March 2—In port beigs Adam Learent, of Bath, Philly A Hall, Woodside; Lady Arabella, Metrill, and schr CPethics, White, repg.

FARA, Feb 18—In port brigs Jas Wallace Upton, for NYork Adays; Ethiope (Br), Kennett from Liverpool for Parnablea, Kernett (Butch). ——, fru Mcweastle for Surmann. Signing Msbepard, Wilkies Salers.

PERNAMECO, Feb 24—In port bark Catherine Augustastr. Sid about 20th, brig Fillmore, Kirwan, Bio Janeiro.

PORT AT PHINER, March 1—In ucrt bark Charles R Lex, Williams, Phila. 7 days; brig Lillie Mills, for NYork, ready, waiting for Capt Pulnam and mate who were side with favorand convalencent schr Wm S Brown, Richards, hence Are Feb 26th, 1sd previous, brig Emelies, for R York.

By Thomas Feb 16—Arr Salem, Upton, NYore; brigs Augustus, Coffin, Gundeloure (and sld 26th or Networ); Ismas Brawn, Wallace, Martinique; 17th, brig C H Brooks, Dristo, Guschloupe (and sid 26th for Mexico); Ish, brig Naonasa, Brawn, Wallace, Gundeloupe; 19th, brig Naonasa, Nyork.

By Terrenc, Combes, Gundeloupe; 19th, brig Naonasa, Nyork.

Also are prev to 3d inst, bark Mary Adelia; schrs Chas Hill.

E Pearcen. Coombes. Gendaloupe; 19th, brig Avondalo. Haver, do.; Laidora, Duteb. Bordeaux; sohr Atalaya. Noonaa. Mahaga (and sid 26th for NYork); 22d, brig Adda Switt, Foster, NYork.

Also arr previo 2d inst, bark Mary Adelia; schra Chas Hill, and Dazzle.

Sid Feb 16. schr R C Harvard, Jr. Hamelon, Prot Bloog. 16th. brigs C hesspeake. Bally, Aun Cayer; 19th. schra Hardscrabble, Giegory. NYork; Emerald, Smith, Aves Island; 20th, brigs C Billings. Coil, Porto Rico; Webster Reily, Heagan, Cuayana; schr Magyar, Littlefield, St Dominge. Woosexo, Dec 12-81d Surp itse Ranled, NYork; Mtb. Baston Light, Collagan, do; 29th, Game Cock, Osgood, Balavia.

HOSTON, March 21—Arr barks Vovarer, Freeman, Palermo; J W Andrews, Frinch, Sagua; Haffax, Laybold, Halffax, Lizzle Loud, Cann. N Oreans; brig Candace, Matthews, Mobile; schea Lity Belle, Fendl ston, Richmond; John Bell. Halffax, Lizzle Loud, Cann. N Oreans; brig Candace, Matthews, Mobile; schea Lity Belle, Fendl ston, Richmond; John Bell. Ham, do; Chieftain, Brewster, Rockland, Telegraphed—Br brig Nazzler, from Oleethegos. Old steamer Palmente, Baker. Philadelphia; ships Orpheus, new chipper, of this port, 1,272 tons Mitchell, San Frienciec; Nike. Proble, NOrleans; bark Fleet Eagle, Burditt, Cane Town, OGH; brig Swan, Sturderant, Corton, Wilmington, Dei; James Lawrence, Allen, NYOrk, Eld, wind carterly, light, steamer Joseph Whitney, Ell. N. March 18—Arr sch. Lawrence, Allen, NYOrk, Eld, wind carterly, light, steamer Joseph Whitney, Ell. N. March 18—Arr sch. Lawrence, Allen, NYOrk, Allen, Michael, Glassow; berk Maryland, Burdit, James, Health, Burdit, Boston; Schraft, March 19—Arr sch. Lawrence, Allen, NYOrk, March 18—Arr sch. Lawrence, Allen, Prot, R. March 19—Philadelphia; sloope Oregon, Lawrence, Grow Boston; West, Maryland, Burdit, Boston; Schraft, March 19—Philadelphia; sloope Oregon, Catherine Beae, Shute, dofor Wilmington, NC; Graechard, Gr. Lamgher; Samuel, Renkin, Murphy, and Luger White, Ingratam, Rockland, for New York; Marchies, Georgie, Fortland, Gr. Langher; On Portland for Norfolk: Staten Islander, of Brances Alternation allermatic PENSACOLA. March 8—Cid, brig Mazzitan, Zibbets

PENSACOLA. March 8—Cld, brig Mazalian, Zibbets, Notion.
PORTLAND—Arr 20th, brigs Auburn. (Br) Soxih, Cardenar, via St. John, N. B. Cld, schr Yankee Blade, Berry, Cardenar, via St. John, N. B. Cld, schr Yankee Blade, Berry, Cardenae. Arr, 21st, seemer Westerport, N.Y.
PROVIDENCE, March 20—Arr steumahip Onceola, Aldrich NYork. Cld, ship Seth Sprague, Melchor, NYork. Sid, schrs Oliver M. Petill, Clark, Philadelphia (for Norfolk, acordirg to wind); Seaman, Lank, Seaport, Del; Alexandes M. Christie, NYork.
BOCKLAND, March 16—Arr schrs Orasivia, NYork, 16th, 16th,